

ATTACHMENT 1 – *TRANSCRIPT OF VTS TELEPHONE CALLS FROM NOVEMBER 7, 2007*

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: *

M/V COSCO BUSAN/BRIDGE ALLISION *

SAN FRANCISCO, CALIFORNIA * Docket No.: DCA-08-MM-004

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Telephone Calls

Wednesday
 November 7, 2007

1 (06:06 Pilot (Unit 66) to VTS (Perez) Reporting delay
2 due to.wav)

3 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
4 Can I help you?

5 UNIDENTIFIED SPEAKER: Good morning, Mr. Perez. This
6 is Unit 66 on the Orion Voyager. How are you?

7 MR. PEREZ: Good, Captain. Good.

8 UNIDENTIFIED SPEAKER: Just wanted to tell you the
9 obvious, that the Orion Voyager is awaiting dispatcher
10 visibility.

11 MR. PEREZ: Okay.

12 UNIDENTIFIED SPEAKER: It's been a long one.

13 MR. PEREZ: Okay, that's pretty poor everywhere,
14 so --

15 UNIDENTIFIED SPEAKER: Well, we will give you a call
16 in when it gets --

17 MR. PEREZ: Okay, okay. Thanks, Captain. I
18 appreciate the call.

19 UNIDENTIFIED SPEAKER: And you stay warm and have a
20 good day.

21 MR. PEREZ: Okay, thanks much. Bye-bye.

22 UNIDENTIFIED SPEAKER: Bye.

23 * * *

24 (07:02 VTS Sup (Perez) to Bridge Tender Request for
25 visibilit.wav)

1 UNIDENTIFIED SPEAKER: Hello, Bridge.

2 MR. PEREZ: Yes, good morning. This is Mr. Perez
3 from the Vessel Traffic Service. Hey, I was looking for a
4 visibility update. What kind of visibility you guys got up
5 there now?

6 UNIDENTIFIED SPEAKER: Less than an eighth of a mile.
7 Almost enough to put the foghorns on, but I can clearly -- I
8 can still make out the two highway bridges in profile.

9 MR. PEREZ: Oh, okay. So less than an eighth, then,
10 huh? Okay. Okay, great. Well, I appreciate the information.

11 UNIDENTIFIED SPEAKER: You got it.

12 MR. PEREZ: Okay, thanks a lot. Bye.

13 UNIDENTIFIED SPEAKER: Bye-bye.

14 * * *

15 (07:17 CGC Boutwell update request to VTS Sup
16 (Perez).wav)

17 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
18 Can I help you?

19 UNIDENTIFIED SPEAKER: Hey, Mark. How are you doing?
20 It's Grace.

21 MR. PEREZ: Yes, what's up?

22 UNIDENTIFIED SPEAKER: You haven't heard from the
23 Boutwell yet, have you?

24 MR. PEREZ: Yeah, they're inbound 9:45 for the sea
25 buoy. I think it's twelve o'clock for the pilot station. I

1 mean, for Treasure Island.

2 UNIDENTIFIED SPEAKER: For -- yeah.

3 MR. PEREZ: Yeah.

4 UNIDENTIFIED SPEAKER: That's what the -- that's what
5 we've been told.

6 MR. PEREZ: Okay. Yeah, they're inbound now, though.

7 UNIDENTIFIED SPEAKER: Yeah. Hubby's on the Boutwell
8 now, so --

9 MR. PEREZ: What's that?

10 UNIDENTIFIED SPEAKER: My hubby's on the Boutwell.

11 MR. PEREZ: Oh, okay. Okay. Well, you don't sound
12 too well.

13 UNIDENTIFIED SPEAKER: No, this is about the best
14 I've actually sounded in about five days.

15 MR. PEREZ: Wow.

16 UNIDENTIFIED SPEAKER: Yeah. How's everything up
17 there going?

18 MR. PEREZ: Pretty good. You know, it's a foggy,
19 busy day.

20 UNIDENTIFIED SPEAKER: Oh, God. I know that one.

21 MR. PEREZ: Yeah, we got about an eighth of a mile
22 everywhere, so it's --

23 UNIDENTIFIED SPEAKER: Oh, gosh.

24 MR. PEREZ: -- kind of crazy.

25 UNIDENTIFIED SPEAKER: And of course, you're blind at

1 the top of the island, too, so --

2 MR. PEREZ: Yeah. Well, it's blind everywhere right
3 now.

4 UNIDENTIFIED SPEAKER: Well, I just wanted to see if
5 they had checked in yet.

6 MR. PEREZ: Yeah. They've got -- in fact, they'll be
7 on time. No problem at all.

8 UNIDENTIFIED SPEAKER: Cool.

9 MR. PEREZ: Okay, you bet. Take care. Bye-bye.

10 UNIDENTIFIED SPEAKER: Bye.

11 * * *

12 (08:32 VTS Sup (Perez) to SCC (Bidowski) Initial
13 report to S.wav)

14 MS. BIDOWSKI: Sector San Francisco, Petty Officer
15 Bidowski. How may I --

16 MR. PEREZ: Yeah, Bidowski. Mr. Perez.

17 MS. BIDOWSKI: Hi.

18 MR. PEREZ: Hey, you know Romeo aboard the Cosco
19 Busan --

20 MS. BIDOWSKI: Uh-huh.

21 MR. PEREZ: -- just hit the Delta Tower, actually
22 just --

23 MS. BIDOWSKI: Hit it?

24 MR. PEREZ: I don't know how hard. He's still moving
25 at a good speed, so he did touch the Delta Tower --

1 MS. BIDOWSKI: Um-hum.

2 MR. PEREZ: -- of the Oakland Bay Bridge.

3 MS. BIDOWSKI: Oh.

4 MR. PEREZ: So he's on his way to Anchorage 7 now and
5 they'll determine what's going on from there, but -- and I
6 haven't called Caltrans yet -- or not.

7 MS. BIDOWSKI: What boat was it?

8 MR. PEREZ: The Cosco Busan, a 902-foot container
9 ship.

10 MS. BIDOWSKI: They did not see it?

11 MR. PEREZ: It's zero visibility.

12 MS. BIDOWSKI: I know.

13 MR. PEREZ: We talked to him as he was making his
14 approach saying woo, you know, you're kind of wide there, you
15 know, and he's like oh, yeah, we're coming around and then he
16 just called, said yeah, they touched it.

17 MS. BIDOWSKI: Okay. Where are they going?

18 MR. PEREZ: To Anchorage 7 right now.

19 MS. BIDOWSKI: Okay.

20 MR. PEREZ: And then I'll call -- I guess I'll call
21 Caltrans and let them know.

22 MS. BIDOWSKI: Okay. I'll brief it up on the side.

23 MR. PEREZ: Okay, thanks.

24 MS. BIDOWSKI: Bye.

25 * * *

1 (08:33 Pilot (Cota) to VTS (OS3 Cooper) Initial call
2 to repor.wav)

3 MR. COOPER: VTS San Francisco. -- Cooper speaking.

4 MR. COTA: Yeah, this is (indiscernible) on the
5 Cosco Busan. We just hit the Delta Echo Span, a kind of
6 glancing blow, but it definitely did damage. I'm going to put
7 the ship in anchor and then stand by to see what goes from
8 here.

9 MR. COOPER: All right, so -- all right. Hold on one
10 moment, please.

11 MR. COTA: Yeah.

12 * * *

13 (08:33 VTS (Perez) to CALTRANS, Pilot (Cota)
14 transferred to V.wav)

15 MR. PEREZ: He probably just touched the Delta Tower.
16 So, Sectorson Breed, I'm getting hold of Caltrans now to let
17 them know.

18 UNIDENTIFIED SPEAKER 1: Caltrans, this is Sherron
19 (ph.).

20 MR. PEREZ: Yes, good morning. This is Mr. Perez in
21 the Vessel Traffic Service.

22 UNIDENTIFIED SPEAKER 1: Hi.

23 MR. PEREZ: Hi. Hey, I just had a ship go through
24 the Delta Echo Span of the Oakland Bay Bridge --

25 UNIDENTIFIED SPEAKER 1: Um-hum.

1 MR. PEREZ: -- and he touched the Delta Tower,
2 itself.

3 UNIDENTIFIED SPEAKER 1: Uh-oh.

4 MR. PEREZ: I just wanted to let you guys know and
5 for whatever you need to take for that.

6 UNIDENTIFIED SPEAKER 1: Did it -- did he -- damage?

7 MR. PEREZ: He doesn't know as to the point of what
8 the damage is right now. I mean, the visibility is so poor --

9 UNIDENTIFIED SPEAKER 1: Okay.

10 MR. PEREZ: -- that he can't really see much. But
11 he's going to head over to Anchorage 7 and anchor just off of
12 Treasure Island.

13 UNIDENTIFIED SPEAKER 1: Let me place you on hold for
14 a minute, Mr. Perez.

15 MR. PEREZ: Sure.

16 UNIDENTIFIED SPEAKER 1: I'm going to give you over
17 to the dispatcher that's handling that area.

18 MR. PEREZ: Okay, great.

19 (Pause.)

20 UNIDENTIFIED SPEAKER 2: Dispatch (indiscernible).

21 MR. PEREZ: Yes, good morning. My name is Mr. Perez
22 from the Coast Guard Vessel Traffic Service. I just had a
23 ship, a container ship, go through the Delta Echo Span and he
24 touched the Delta Tower of the Oakland Bay Bridge to the extent
25 it's damaged.

1 UNIDENTIFIED SPEAKER 2: Oh, the Oakland Bay Bridge?
2 MR. PEREZ: Yes.
3 UNIDENTIFIED SPEAKER 2: Hold on a second.
4 (Pause.)
5 UNIDENTIFIED SPEAKER 3: Hello?
6 MR. PEREZ: Hello.
7 UNIDENTIFIED SPEAKER 3: Okay, so he touched the
8 tower at the Oakland Bay Bridge?
9 MR. PEREZ: Right. The Delta Tower.
10 UNIDENTIFIED SPEAKER 3: The Delta Tower. Is that on
11 the San Francisco (indiscernible)?
12 MR. PEREZ: That's correct, on the San
13 Francisco -- so I think it's what? It's the fourth tower in --
14 UNIDENTIFIED SPEAKER 3: Okay.
15 MR. PEREZ: -- going down from (indiscernible).
16 UNIDENTIFIED SPEAKER 3: Okay, hold on a second. Let
17 me get this information down. And this is from the Coast
18 Guard?
19 MR. PEREZ: Correct.
20 UNIDENTIFIED SPEAKER 3: And your name?
21 MR. PEREZ: It's Mark Perez.
22 UNIDENTIFIED SPEAKER 3: Mark Perez.
23 MR. PEREZ: Right. I'm the watch supervisor here
24 and --
25 UNIDENTIFIED SPEAKER 3: Okay.

1 MR. PEREZ: -- the container ship coming through the
2 Delta Echo Span touched -- I don't know to the damage to the
3 pier or anything of that nature, but he did hit the pier and
4 he's heading to anchor off Anchorage 7 right now.

5 UNIDENTIFIED SPEAKER 3: Delta Tower. And you're
6 unaware if there is any structural damage.

7 MR. PEREZ: To the pier, itself, correct. Or the
8 tower, yeah.

9 UNIDENTIFIED SPEAKER 3: (indiscernible). Okay, your
10 call-back number, please, Mark?

11 MR. PEREZ: Sure. It's 510 -- oh, excuse me. 415 --

12 UNIDENTIFIED SPEAKER 3: Uh-huh.

13 MR. PEREZ: -- 399-7410.

14 UNIDENTIFIED SPEAKER 3: Seven-four-one-zero. It
15 looks like you were going to give me your home number. Okay,
16 we'll send somebody out to check it.

17 MR. PEREZ: Okay, great. Thank you.

18 UNIDENTIFIED SPEAKER 3: Thank you. Bye-bye.

19 MR. PEREZ: Bye-bye.

20 * * *

21 **(08:49 Pilot (McIsaac) to VTS Sup (Perez) Fuel in**
22 **water.wav)**

23 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
24 Can I help you?

25 MR. McISAAC: Yes, good morning. This is Pete

1 McIsaac with the San Francisco Bar Pilots.

2 MR. PEREZ: Yes, Captain.

3 MR. McISAAC: We're just -- I just talked to
4 Captain Uberti. There is fuel in the water in the vicinity of
5 Delta Tower.

6 MR. PEREZ: Okay.

7 MR. McISAAC: He did puncture a fuel tank. We need
8 to -- if someone there could call the Corps of Engineers,
9 there's going to be debris floating around down at Anchorage 9
10 area.

11 MR. PEREZ: Okay.

12 MR. McISAAC: And we're heading to the ship now. Do
13 you know whether he -- has he reported that he's anchored yet?

14 MR. PEREZ: Has not reported he's anchored. He's
15 just in the northern portion of Anchorage 7, though, so he
16 should be -- but he's got a good headway on right now. He's
17 still making the five knots, but has not reported anchored yet.

18 MR. McISAAC: Okay. Okay, well, go ahead --

19 MR. PEREZ: Okay, Captain. Yeah, I'll give the Corps
20 of Engineer (sic) a call and we'll let them know right away,
21 then.

22 MR. McISAAC: Okay, thank you.

23 MR. PEREZ: Thank you much for the call.

24 MR. McISAAC: All right. Bye, now.

25 * * *

1 (08:55 Pilot (McIsaac) to VTS Sup (Perez) Request for
2 **respons.wav)**

3 MR. PEREZ: Well, apparently Uberti already got
4 information that there was fuel in the water before we even
5 did. I don't know how he managed that one. We have -- there
6 we go.

7 UNIDENTIFIED SPEAKER 1: (indiscernible).

8 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
9 Can I help you?

10 MR. McISAAC: Yeah, Mr. Perez. Pete McIsaac --

11 MR. PEREZ: Yes, Captain.

12 MR. McISAAC: -- with the Bar Pilots. Hey, we need
13 to -- we need to get the spill responder going. This guy's
14 dumping fuel into the --

15 MR. PEREZ: He's still pumping fuel in the water,
16 then?

17 MR. McISAAC: Yeah.

18 MR. PEREZ: Okay, okay.

19 MR. McISAAC: It's not a ton of fuel, but quite a
20 bit. There's a lot of damage to the ship, as well, so --

21 MR. PEREZ: Okay.

22 MR. McISAAC: -- he's not going to be leaving the
23 Bay, so --

24 MR. PEREZ: Understood. Understood, Captain. Yeah,
25 we'll (indiscernible) that up right now.

1 MR. McISAAC: Okay. And we're putting Unit 37 out
2 there, as we speak. We'll have another pilot out there. The
3 other guy's going to be too rattled, so --

4 MR. PEREZ: Right, right. Understand, Captain.
5 Thanks for the call.

6 MR. McISAAC: Okay, thank you. Bye.

7 (Pause.)

8 MS. BIDOWSKI: Sector San Francisco.
9 Petty Officer Bidowski.

10 MR. PEREZ: Petty Officer Bidowski, Mr. Perez.

11 MS. BIDOWSKI: Hi.

12 MR. PEREZ: Hey, I just talked to the port pilot,
13 Captain McIsaac. Apparently the ship is still pumping fuel
14 into the water, so there needs to be a fuel response. I don't
15 know if you guys got that word.

16 MS. BIDOWSKI: Actually, we have somebody going out
17 there. Station and our I and D (ph.).

18 MR. PEREZ: Oh, okay. Is -- do you know if any of
19 the, like, the -- like we said, the responders, anybody's been
20 called in to that?

21 MS. BIDOWSKI: They have responders.

22 MR. PEREZ: Okay. Okay, great.

23 MS. BIDOWSKI: (indiscernible).

24 MR. PEREZ: Oh, okay. I got you.

25 MS. BIDOWSKI: Okay.

1 MR. PEREZ: Okay, thanks much.

2 MS. BIDOWSKI: Bye.

3 (Pause.)

4 MR. PEREZ: Yes, Captain. Mr. Perez, can I help you?

5 UNIDENTIFIED SPEAKER 2: Yeah, I just -- we just got
6 back and I see the oil around the ship, so he might've
7 punctured a hole in the fuel tank or something, but it's
8 starting to -- a slick is starting to form around the ship.

9 MR. PEREZ: Okay, yeah. We've talked to -- I already
10 talked to Pete McIsaac and he said yeah, he's already got -- he
11 was aware of that, apparently, and then he called me. The
12 Coast Guard is responding for the fuel and also the debris.
13 We're getting a hold of Corps of Engineers for anything, too,
14 so --

15 UNIDENTIFIED SPEAKER 2: Yeah, okay. And I
16 just -- tell the captain that, you know, he hasn't found out
17 where it is yet, but --

18 MR. PEREZ: Okay, so they're still trying to isolate
19 where the damage is and try to get that fuel source secured,
20 then?

21 UNIDENTIFIED SPEAKER 2: Yeah. Well, they're going
22 to try and -- I guess they'll try and transfer fuel. I don't
23 know where it's coming from, but --

24 MR. PEREZ: Okay.

25 UNIDENTIFIED SPEAKER 2: It's -- there's definitely

1 oil in the water, so --

2 MR. PEREZ: Right, right. Yeah. We're getting some
3 of the reports in the ferry boats, too, of that nature.

4 UNIDENTIFIED SPEAKER 2: Okay.

5 MR. PEREZ: Okay, Captain. Thank you for the call
6 and I understand 3-7 will be boarding here with you shortly,
7 then, too.

8 UNIDENTIFIED SPEAKER 2: Who?

9 MR. PEREZ: Unit 3-7, Captain Hoburg. Apparently
10 he's going to board, also.

11 UNIDENTIFIED SPEAKER 2: Oh, okay. Well, I'll just
12 stand by here. I gave you my phone number and --

13 MR. PEREZ: Yeah.

14 UNIDENTIFIED SPEAKER 2: -- and I'll just wait until
15 everybody shows up.

16 MR. PEREZ: Okay, Captain. Thanks for the call.

17 UNIDENTIFIED SPEAKER 2: Sorry.

18 MR. PEREZ: Okay, no problem. Bye-bye.

19 (Pause.)

20 UNIDENTIFIED SPEAKER 3: Hi, Mark.

21 MR. PEREZ: (indiscernible). It just gets better and
22 better.

23 UNIDENTIFIED SPEAKER 3: What's --

24 MR. PEREZ: The ship did rupture a fuel tank, so they
25 are leaking fuel. We are getting reports of fuel and I talked

1 to Pete McIsaac, the Operations Bar Pilot.

2 UNIDENTIFIED SPEAKER 3: Okay.

3 MR. PEREZ: He says -- matter of fact, I got the word
4 from him that fuel was in the water, along with debris. The
5 command center is ramping up their pollution response team now.

6 UNIDENTIFIED SPEAKER 3: Okay.

7 MR. PEREZ: So -- but yeah, right now they're still
8 trying to isolate where the fuel's coming from and try to get
9 that issue secured.

10 UNIDENTIFIED SPEAKER 3: Okay.

11 MR. PEREZ: I think we may want to probably just
12 close that Delta Echo or I don't know how we want to work it,
13 maybe a safety zone around the ship because as those ferries
14 just come careening through there, they're just going to spread
15 that fuel wherever.

16 UNIDENTIFIED SPEAKER 3: All right. I'll talk to
17 (indiscernible).

18 MR. PEREZ: Okay.

19 UNIDENTIFIED SPEAKER 3: And then -- do you know what
20 kind of fuel it is?

21 MR. PEREZ: Not -- yeah, we just know it's fuel.
22 Visibility's still an eighth of a mile.

23 UNIDENTIFIED SPEAKER 3: Right.

24 MR. PEREZ: And so I'm thinking maybe at least a
25 safety zone around the ship to kind of keep things away from

1 that.

2 UNIDENTIFIED SPEAKER 3: Okay.

3 MR. PEREZ: Yeah.

4 UNIDENTIFIED SPEAKER 3: (indiscernible).

5 MR. PEREZ: Okay.

6 * * *

7 (08:57 Pilot (Cota) to VTS (Sheppard) Beginning of
8 second cal.wav)

9 MR. SHEPPARD: Traffic Service San Francisco.
10 Sheppard speaking.

11 MR. COTA: Yeah, this Unit Romeo again on the
12 Cosco Busan.

13 MR. SHEPPARD: Yes, sir. Let me put the sup on with
14 you, the supervisor.

15 MR. COTA: Yeah.

16 MR. SHEPPARD: Hold on please.

17 * * *

18 (09:11 VTS Sup (Perez) to MV Grizzly (ACOE) Request
19 to get un.wav)

20 MR. PEREZ: Okay.

21 UNIDENTIFIED SPEAKER: Ahoy. Grizzly.

22 MR. PEREZ: Yes, good morning. It's Mr. Perez from
23 the Vessel Traffic Service.

24 UNIDENTIFIED SPEAKER: Hi.

25 MR. PEREZ: Hey, I'm giving you a call. I just

1 talked to Pete McIsaac from the Bar Pilots. One of the ships
2 going through Delta Echo Span actually hit the Delta Tower and
3 he indicated there might be quite a bit of debris in that area
4 from the fenders and you know, that part of the thing. I don't
5 know if you guys are going to run today. They are -- they did
6 rupture a fuel tank, so there's fuel in that area, also.

7 UNIDENTIFIED SPEAKER: They hit it pretty hard, huh?

8 MR. PEREZ: Yeah. Initially, the report was he just
9 kind of touched it, but then now with the fuel in the water and
10 you know, with the debris, just wanted to make sure that, you
11 know, you guys are aware of debris in the water for that area.

12 UNIDENTIFIED SPEAKER: Okay. What unit was on there?

13 MR. PEREZ: Unit Romeo. It was the container ship
14 Cosco Busan, a 900-foot container heading out. And of course,
15 with this almost zero visibility --

16 UNIDENTIFIED SPEAKER: Right.

17 MR. PEREZ: -- it doesn't make things good.

18 UNIDENTIFIED SPEAKER: Right. Usually, I -- you
19 know, I kind of stay out of the ferries' way, you know, when
20 it's really foggy because I can't see any debris, anyway. And
21 usually, my -- you know where our dock is here is Sausalito?

22 MR. PEREZ: Right.

23 UNIDENTIFIED SPEAKER: Across the anchorage here, if
24 I can see Timerron (ph.), I get underway and if I can't see
25 Timerron, I usually don't, then -- you know, I mean, we're not

1 afraid. You know, we have to go out there, there's no just
2 sense in us getting in everybody else's way when it's not
3 necessary, that's all.

4 MR. PEREZ: Okay. Well, yeah. You know, I
5 mean -- you know, decide what you want to do there, you know.
6 If you don't feel comfortable getting underway, you know,
7 definitely don't do that.

8 UNIDENTIFIED SPEAKER: Oh, no. I understand.

9 MR. PEREZ: You know, we just kind of give more of a
10 heads-up that that's there and you know, if you can, you know,
11 that'd be great. You know, if -- with the visibility, it is
12 pretty poor, but we just wanted to let you guys know ahead of
13 time.

14 UNIDENTIFIED SPEAKER: That visibility doesn't bother
15 us a bit.

16 MR. PEREZ: Oh.

17 UNIDENTIFIED SPEAKER: We're just trying to stay out
18 of everybody else's way.

19 MR. PEREZ: Okay, good. He's up in Anchorage 7 now,
20 so he's in the northern portion of Anchorage 7.

21 UNIDENTIFIED SPEAKER: Is he in anchoring in 7 now?

22 MR. PEREZ: Yeah, he's in anchored in 7 now, so we're
23 on, like, a light flood in that area, so things should be
24 pushing a little bit into the south bay, I would think. I
25 haven't really gotten any report of debris in the area, though,

1 you know. Of course, the visibility's pretty poor. Just the
2 fuel, itself.

3 UNIDENTIFIED SPEAKER: Okay. Well, let me talk to
4 the boss.

5 MR. PEREZ: Okay.

6 UNIDENTIFIED SPEAKER: Because we're -- we're
7 supposed to be having -- we had a safety meeting this morning
8 and then we had to move a boat somebody donated and tied to our
9 dock that wanted us to crush it. You know, it's a piece of
10 garbage. So anyway, we just towed that over to our debris dock
11 and we're supposed to have a meeting at ten o'clock with
12 ChemCheck that's going to show us a demonstration of the
13 ChemCheck boats because we're talking about replacing the
14 Grizzly here in a year.

15 MR. PEREZ: Oh, okay. Okay, great. Well, at least
16 one --

17 UNIDENTIFIED SPEAKER: I don't know whether I can get
18 out there before ten o'clock or not.

19 MR. PEREZ: Okay, okay. Well, what you can do is
20 what you can do, you know. Okay.

21 UNIDENTIFIED SPEAKER: Well, if you get any reports
22 of hazards, would you mind giving me a call back and --

23 MR. PEREZ: Will do.

24 UNIDENTIFIED SPEAKER: -- I'll get underway right
25 away.

1 MR. PEREZ: Okay, will do. Will do. And I
2 appreciate the help.

3 UNIDENTIFIED SPEAKER: All right.

4 MR. PEREZ: Okay, thanks.

5 UNIDENTIFIED SPEAKER: Thank you. Bye.

6 * * *

7 **(09:14 MV Lynn Marie to VTS (Sheppard) Report of**
8 **oil.wav)**

9 MR. SHEPPARD: This is Traffic Service San Francisco.
10 Sheppard speaking.

11 UNIDENTIFIED SPEAKER: Yes, this is Paul
12 (indiscernible) on the -- master on the Lynn Marie. I'm just
13 approaching Bravo Charlie from the Anchorage 9. I understand
14 that something happened with a ship and the Delta Tower, but
15 there's a large oil sheen on the water south of the bridge, at
16 my position. I'm just leaving it right now. But there's a
17 lot, it's pretty significant.

18 MR. SHEPPARD: Yes, sir. There was an allision and
19 we have Coast Guard units responding for the cleanup there.

20 UNIDENTIFIED SPEAKER: Yeah, I'm trying to get out of
21 it right now.

22 MR. SHEPPARD: And you said it's all the way over to
23 Bravo Charlie? Mark, there's the news media there, wanting to
24 know who to talk to.

25 UNIDENTIFIED SPEAKER: I'm (indiscernible) Bravo

1 Charlie right now and I'm not at the edge of it yet.

2 MR. SHEPPARD: That's (indiscernible). Yeah, we got
3 response underway for that cleanup there.

4 UNIDENTIFIED SPEAKER: Yeah, okay.

5 MR. SHEPPARD: And there's also a report of quite a
6 bit of debris. I'm not clear of the extent of it, but it
7 was -- there was an allision there at Delta Tower, so --

8 UNIDENTIFIED SPEAKER: Yeah, there's -- it's
9 streaming down the current into Anchorage 8 now. It looks like
10 a lot of the timber's off of the fendering off of that tower.

11 MR. SHEPPARD: Okay, sir.

12 UNIDENTIFIED SPEAKER: All right.

13 MR. SHEPPARD: I certainly do appreciate the call.

14 UNIDENTIFIED SPEAKER: You're welcome, okay.

15 MR. SHEPPARD: Thank you, bye.

16 UNIDENTIFIED SPEAKER: And I'm at the center span of
17 Bravo Charlie and it looks like it's reaching all the way over
18 to Alpha Bravo.

19 MR. SHEPPARD: Okay, sir. I've got that. Thank you.

20 UNIDENTIFIED SPEAKER: Okay.

21 MR. SHEPPARD: Bye.

22 * * *

23 (09:22 VTS Sup (Perez) to MV Grizzly (ACOE) Follow up
24 on oil.wav)

25 UNIDENTIFIED SPEAKER: Ahoy, Grizzly.

1 MR. PEREZ: Yes, good morning. Mr. Perez here from
2 the VTS again.

3 UNIDENTIFIED SPEAKER: I was afraid it was you.

4 MR. PEREZ: Hey, yeah. We just -- the Lynn Marie
5 just gave us a call a few minutes ago, indicating that the fuel
6 and debris -- a lot of timbers are from, basically, Delta to
7 Alpha Bravo, making their way towards Anchorage 8 into the
8 south bay.

9 UNIDENTIFIED SPEAKER: Okay, roger. We'll get
10 underway right away and get down there and get whatever we can.

11 MR. PEREZ: Okay.

12 UNIDENTIFIED SPEAKER: Okay. We'll be underway here
13 and it'll probably take us 10 minutes to get out of there,
14 but --

15 MR. PEREZ: Okay, okay. Well, no problem. You know,
16 we just wanted to let you know that that was there, you know,
17 and however you could respond to that, that would be great.

18 UNIDENTIFIED SPEAKER: We're going to do it.

19 MR. PEREZ: Okay. Thank you much for your help.
20 Okay, bye.

21 UNIDENTIFIED SPEAKER: Bye.

22 (Pause.)

23 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
24 Can I help you?

25 MR. HOBURG: Yes, Frank Hoburg on the Cosco Busan.

1 MR. PEREZ: Yes, Captain.

2 MR. HOBURG: Can you take a look and see if that
3 spill response vessel has departed Richmond or has checked in
4 for (indiscernible)?

5 MR. PEREZ: We have not heard anything at all from
6 the Pacific responder. We've seen nobody as far as any kind of
7 tracks heading down this way. Is the vessel still losing fuel?

8 MR. HOBURG: No. That's been stopped.

9 MR. PEREZ: Okay.

10 MR. HOBURG: So we evidently -- they just heard that
11 that thing is checked in. We may need to shift the ship due to
12 its draft and --

13 MR. PEREZ: Okay.

14 MR. HOBURG: -- falling tide, but I'll let you know.

15 MR. PEREZ: Oh, okay. And the Corps of Engineers,
16 they're going to launch and try to pick up some of that debris
17 and then see what they can do as they get down there. It'll be
18 a while before they get underway, but --

19 MR. HOBURG: Okay.

20 MR. PEREZ: Okay. Okay, Captain. Well, thank you
21 for the call.

22 MR. HOBURG: Thank you.

23 MR. PEREZ: Bye.

24 * * *

25 **(09:28 (ACOE) Mr. McCormick to VTS Sup (Perez).wav)**

1 MR. PEREZ: Coast Guard Vessel Traffic. Can I help
2 you?

3 MR. McCORMICK: Good morning. This is Joe McCormick
4 from the Army Corps.

5 MR. PEREZ: Yes.

6 MR. McCORMICK: Hi. I kind of heard second-hand,
7 through the deckhands and everything that there was a collision
8 on the -- I guess Bay Bridge.

9 MR. PEREZ: Correct.

10 MR. McCORMICK: Okay. Was that Delta or Echo?

11 MR. PEREZ: The Delta Tower.

12 MR. McCORMICK: The Delta Tower?

13 MR. PEREZ: Yeah, the west side of the Delta Tower.
14 The Cosco Busan went through and then, I guess,
15 somewhat -- with the pier. The initial report was
16 we -- he -- they thought for sure -- they thought there was
17 debris and then we did get a confirmation from the Lynn Marie
18 that there are some pretty good size timbers that broke loose
19 and are drifting towards Anchorage 8, along with quite a bit of
20 fuel, also.

21 MR. McCORMICK: Oh, wow.

22 MR. PEREZ: The ship did rupture a tank.

23 MR. McCORMICK: Oh, no. Okay. Has Queen Bay --

24 MR. PEREZ: They have not yet checked in with us, but
25 as far as I'm aware, everybody's been notified and they should

1 be responding, but I haven't heard anybody check in yet as of
2 yet.

3 MR. McCORMICK: Okay. What time was the collision,
4 do you --

5 MR. PEREZ: 08:33.

6 MR. McCORMICK: Okay. All right. I appreciate
7 the -- looks like the Grizzly's getting out here.

8 MR. PEREZ: Right.

9 MR. McCORMICK: Okay, so 08:33. Okay.

10 MR. PEREZ: Okay.

11 MR. McCORMICK: Thank you.

12 MR. PEREZ: Thank you, you bet. Bye-bye.

13 * * *

14 (09:37 Pilot (Unit 47) to VTS (Sheppard) Requesting
15 update and.wav)

16 MR. SHEPPARD: Traffic Service San Francisco,
17 Sheppard speaking.

18 UNIDENTIFIED SPEAKER 1: Yeah, this is -- Sheppard,
19 this is 4-7. I'm on the local -- this morning.

20 MR. SHEPPARD: Yes, sir.

21 UNIDENTIFIED SPEAKER 1: And about ready to check in,
22 but I wanted to find out -- any special restriction down there
23 around Delta Echo at the moment. We're going to hold on until
24 we have a mile.

25 MR. SHEPPARD: At this point, they've not closed the

1 navigational span, but there's fuel and debris and timbers all
2 over the place, all the way over to Alpha Bravo span. The
3 flood pushed it all the way down Anchorage 8 or south of there.
4 Cosco Busan's anchored up in 7. There's some talk they may
5 have to move that. Stand by just one second, sir.

6 UNIDENTIFIED SPEAKER 1: Okay, no problem.

7 MR. SHEPPARD: Four-seven's aboard the -- buoy. At
8 this point, the navigational span is still open, is that
9 correct?

10 UNIDENTIFIED SPEAKER 2: Correct. We-re just -- of
11 response will be made --

12 MR. SHEPPARD: Right. And the Coast Guard's notified
13 the appropriate parties to get a response out there for the oil
14 on the water. So it is open, the Busan's in Anchorage 7 at the
15 moment. Visibility is terrible pretty much everywhere.

16 UNIDENTIFIED SPEAKER 1: Okay, yeah. And, like I
17 said, we're going to hold on here until we have a good solid
18 mile, but I'll be calling on 14 here and do a ship normal
19 check-in and let you know that we're going to wait, but I
20 didn't want to go -- on the open air.

21 MR. SHEPPARD: Okay, sir. I certainly do appreciate
22 that and if anything changes regarding if there's some sort of
23 closure or something on the span for whatever reason, we'll
24 certainly do a broadcast and we'll try -- call you up on the
25 radio.

1 UNIDENTIFIED SPEAKER 1: Okay. I do thank you.

2 MR. SHEPPARD: Okay, sir. Thank you. Bye.

3 * * *

4 (09:37 VTS Sup (Perez) to CGC Boutwell Update and
5 passing fac.wav)

6 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
7 Can I help you?

8 MR. BROWN: Yeah, this is Captain Brown on the
9 Boutwell. What can I do for you today?

10 MR. PEREZ: Yes, Captain. We wanted to make sure
11 you're aware of a situation that was developing. One of the
12 container ships departing Oakland Harbor allided with the Delta
13 Tower of the Oakland Bay Bridge.

14 MR. BROWN: And they were at the (indiscernible)?

15 MR. PEREZ: Right, yeah. And so as of now, there is
16 quite a bit of debris and oil, fuel in the water, ranging from
17 the YBI all the way to the San Francisco front.

18 MR. BROWN: Yeah.

19 MR. PEREZ: As of right now, I'm not -- they've got
20 the oil stopped, but I have not heard of any responding, clean
21 bay or any fuel response teams coming down, but the bridge is
22 not secured. We're just letting you know that all that
23 operation may be going on. We do have --

24 MR. BROWN: We'll consider using the Alpha Bravo span
25 instead, but we'll take a look as we get closer.

1 MR. PEREZ: Okay. And again, visibility's still
2 about a quarter mile to an eighth of a mile in that area, also.

3 MR. BROWN: Right, okay. Thanks very much.

4 MR. PEREZ: Okay, Captain. You bet.

5 MR. BROWN: Bye.

6 * * *

7 **(09:39 CALTRANS to VTS Sup (Perez) Discussing**
8 **allision and vi.)**

9 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
10 Can I help you?

11 UNIDENTIFIED SPEAKER 1: Yeah, this is
12 (indiscernible).

13 MR. PEREZ: Yes.

14 UNIDENTIFIED SPEAKER 1: Yeah, we're back working
15 south of (indiscernible).

16 MR. PEREZ: Oh, okay. Until about 1800 again today
17 or --

18 UNIDENTIFIED SPEAKER 1: Well, I'm not sure.
19 Probably a little sooner.

20 MR. PEREZ: Okay.

21 UNIDENTIFIED SPEAKER 1: But I will definitely call
22 you.

23 MR. PEREZ: Okay, we'll (indiscernible) and wait for
24 you. We did have one ship that was planning to go up there,
25 but because of the visibility, they're not going to be up for

1 quite a while, so --

2 UNIDENTIFIED SPEAKER 1: Okay.

3 MR. PEREZ: Okay.

4 UNIDENTIFIED SPEAKER 1: That was the S.H. Bright?

5 MR. PEREZ: Yeah, yeah, he's down at Anchorage 8

6 right now, but the visibility is so poor, nobody's going

7 anywhere.

8 UNIDENTIFIED SPEAKER 1: Okay.

9 MR. PEREZ: Okay. All right, thanks for the call.

10 Bye-bye. Vessel Traffic, can I help you?

11 UNIDENTIFIED SPEAKER 2: Hi, this is Ed with Caltrans

12 radio, right here in Oakland.

13 MR. PEREZ: Yes.

14 UNIDENTIFIED SPEAKER 2: You guys called about a ship

15 touching our bridge?

16 MR. PEREZ: Correct, the Delta tower, west side of

17 the bridge.

18 UNIDENTIFIED SPEAKER 2: Right. Do you have the name

19 of the ship?

20 MR. PEREZ: We sure do. It's the Cosco Busan.

21 They're currently at anchorage in Anchorage Number 7, just west

22 of Treasure Island.

23 UNIDENTIFIED SPEAKER 2: Is that B-o-u-s-o-n?

24 MR. PEREZ: B-u-s-a-n.

25 UNIDENTIFIED SPEAKER 2: Oh, okay.

1 MR. PEREZ: Yeah, a 900-plus container ship.

2 UNIDENTIFIED SPEAKER 2: Busan. And anchored at
3 where, again?

4 MR. PEREZ: Anchorage 7, which is the anchorage just
5 west of Treasure Island.

6 UNIDENTIFIED SPEAKER 2: Okay. So they're still out
7 in the bay?

8 MR. PEREZ: Yeah, they're not going to be going
9 anywhere. They actually ruptured one of their fuel tanks. The
10 wood to the pier, from my understanding, there's a quite a bit
11 of it broke off. They didn't initially believe that they hit
12 any of the concrete of the pier, but they definitely took off
13 quite a bit of the wood, because we are getting reports of
14 debris. Then, of course the fuel too.

15 UNIDENTIFIED SPEAKER 2: Yeah. And you don't know if
16 they touched the bridge itself?

17 MR. PEREZ: The pilot on board did not believe he
18 did.

19 UNIDENTIFIED SPEAKER 2: Okay.

20 MR. PEREZ: But again, with the visibility so poor,
21 there's no way for us to really confirm that as of right now.

22 UNIDENTIFIED SPEAKER 2: Yeah. Okay. Yeah, they
23 actually should see them out there now, the inspectors.

24 MR. PEREZ: Okay. So they're inspecting it now,
25 then?

1 UNIDENTIFIED SPEAKER 2: Yeah.

2 MR. PEREZ: Okay, excellent. Excellent.

3 UNIDENTIFIED SPEAKER 2: All right, thank you.

4 MR. PEREZ: Okay, thanks a lot.

5 UNIDENTIFIED SPEAKER 2: All right. Bye.

6 * * *

7 (09:42 VTS Ops (Kelley) to VTS Sup (Perez) and Ops
8 Officer (LT.)

9 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.
10 Can I help you?

11 MR. KELLEY: Good morning, Mark, this is Sean Kelley.

12 MR. PEREZ: Yeah, Sean.

13 MR. KELLEY: How are you doing?

14 MR. PEREZ: Good.

15 MR. KELLEY: So Romeo is anchored?

16 MR. PEREZ: Right, three-seven is now the pilot on
17 charge, but they are anchored. I talked to three-seven and he
18 is concerned that they may have to move the vessel, looking at
19 current or the tides, because of the draft of that ship.

20 MR. KELLEY: Okay.

21 MR. PEREZ: As of right now, they do have the fuel
22 issue taken care of. I don't --- they only thing they haven't
23 been able to determine is who is actually responding. When I
24 talked to Sector they said, well, everybody's been notified,
25 but we've had nobody check in for the fuel spill, so I don't

1 know if there's any response whatsoever.

2 MR. KELLEY: Okay. I wasn't informed of the fuel
3 spill.

4 MR. PEREZ: Okay. When Romeo went through, the
5 initial report we got was that it looked more like just kind of
6 paint from the ship, and then some damage to the wood timbers.
7 Pete McIsaac called me up and actually said he just got off the
8 phone with Captain Uberti and indicated that there's fuel in
9 the water, the ship ruptured a fuel tank, and there's debris in
10 the water and he wanted us to get a hold of the Corp of
11 Engineers to kind of give him a heads-up, which we did. And
12 then when I talked to Sector and they said, yeah, they were
13 aware of that and they were already responding to that fuel in
14 the water report.

15 MR. KELLEY: Okay.

16 MR. PEREZ: So as of right now, they do have the fuel
17 situation taken care of. Again, I've had no response boats
18 check in, so I don't know who is actually responding, but the
19 little guys are out there or something, but nothing so far.

20 MR. KELLEY: Okay.

21 MR. PEREZ: No, no Clean Bay, too, no, you know,
22 specific response. Well, I don't know --

23 MR. KELLEY: Do we see a big sheen or --

24 MR. PEREZ: We see zero. We're still at an eighth to
25 a quarter-mile visibility in the area.

1 MR. KELLEY: Oh, I see.

2 MR. PEREZ: Yeah.

3 MR. KELLEY: I see.

4 MR. PEREZ: As of right now, all we've done is we
5 issued more of a safety zone around the ship, minimum wake,
6 wide berth, and then just advising people going through Delta
7 Echo. Well, through all the spans of the debris and the fuel.

8 MR. KELLEY: And debris is from the bridge?

9 MR. PEREZ: From the pier of the bridge, right.
10 Yeah, one of the tugs going through said there was quite a bit
11 of debris floating down. We're on a slight flood right now, so
12 some of it -- most of it's getting pushed into the south.
13 Yeah.

14 MR. KELLEY: Okay. It's one of the Corp boats, one
15 of the debris boats out today?

16 MR. PEREZ: Well, I called -- when I talked to the
17 Grizzly, they said that they would be getting underway in
18 about -- the initial report I got was there may be debris in
19 the water, from Pete McIsaac. He didn't know for sure. So I
20 ramped up the guy in the Grizzly and then -- and then I called
21 him up again, when we actually got a confirmed report of debris
22 and they said they would get underway in about 10 minutes. And
23 then Joe McCormick called for confirmation of all of that
24 information and I gave him all of that, also.

25 MR. KELLEY: Okay.

1 MR. PEREZ: So my understanding was that they were
2 doing to be trying to get underway within, you know, 15, 20
3 minutes. So probably in another five minutes or so, we should
4 be hearing from them.

5 MR. KELLEY: Okay.

6 MR. PEREZ: Heading down to respond. I do have four-
7 seven on Lahouie (ph.). He's preparing to get underway from
8 the estuary, outbound, but he's waiting for at least a mile
9 visibility and he's going to, at this point, straight Delta
10 Echo. You know, we've heard no negative to the fact that we
11 can't. The Caltrans -- I talked to Caltrans and they said that
12 they're out there now, inspecting the damage to the pier and
13 find out what's going on.

14 MR. KELLEY: Okay. Well, it's a good thing, I guess,
15 that four-seven's being delayed. It gives them to --

16 MR. PEREZ: Right, right, right.

17 MR. KELLEY: -- (indiscernible). Okay. And where
18 was -- first of all, what was the name of the ship? Matt
19 didn't have the --

20 MR. PEREZ: Cosco -- the Cosco Busan.

21 MR. KELLEY: The Cosco Busan.

22 MR. PEREZ: Yeah.

23 MR. KELLEY: And where did it -- so where was it
24 coming from?

25 MR. PEREZ: From Oakland 56, I believe. Yeah,

1 Oakland 56. Nine hundred and two feet.

2 MR. KELLEY: Okay.

3 MR. PEREZ: Yeah, we talked to Romeo, you know, when
4 he was coming out of the bar channel, because we're like, you
5 know, he's in the bar channel and he was still, like, on a two-
6 eight -- actually, the guys did a great job catching it. They
7 were asking him, you know, what he was doing, because he was
8 just still almost heading west. And he goes, well, I'm going
9 to Delta Echo. And we're like -- well, the initial question
10 was, are you still planning on going out to sea, because he
11 wasn't lining up for Delta Echo. And then we'd maybe
12 go -- maybe he's thinking Charlie Delta and he just didn't tell
13 us. And then we were asking him, you know, what are your
14 intentions? He goes, I'm going through Delta Echo. I'm
15 turning now. And then, a little bit later, there was a call,
16 you know.

17 MR. KELLEY: Yeah.

18 MR. PEREZ: So --

19 MR. KELLEY: Yeah. Okay. Well -- and I had Matt
20 asking and I guess your response was it does not appear that he
21 was avoiding another vessel or anything like that.

22 MR. PEREZ: Nothing that we could tell, anyway.

23 MR. KELLEY: Okay. Did we ask Romeo that question?

24 MR. PEREZ: No, we did not.

25 MR. KELLEY: Okay. Because I'm sure that'll get

1 asked during the investigation, so -- hello?

2 MR. PEREZ: Hang on. Okay, okay. Yeah, let me talk
3 to him, then, and we'll -- yeah, three-seven wants to get that
4 ship moved because of the current, the tidal situation, so we
5 need to deal with that right now.

6 MR. KELLEY: All right. And I was looking for the
7 LT, Matt (indiscernible).

8 MR. PEREZ: Yeah, he's right here, yeah.

9 MR. KELLEY: Okay. Okay, thanks.

10 MR. ZOLNIEREK: Hey, Sean.

11 MR. KELLEY: Hey. Yeah, I know you called me a
12 little while ago. I was actually on the phone with Kevin.

13 MR. ZOLNIEREK: Oh, okay.

14 MR. KELLEY: Okay. And of course I just got all up
15 to date on this situation.

16 MR. ZOLNIEREK: Okay.

17 MR. KELLEY: Were you -- what were you calling me
18 about?

19 MR. ZOLNIEREK: Oh, I left a message on your machine,
20 but basically, Mark was recommending a safety zone, but Command
21 Center already put that in place. So -- and then Mark was
22 wondering if -- to close the Delta Echo span for ship traffic,
23 but I don't think that's really necessary, as far as that goes.

24 MR. KELLEY: Caltrans supposedly is out there
25 reviewing things and if necessary, we may want to recommend

1 that a boat get underway and -- because we have, you know, no
2 visibility with our cameras. We can't see what's down there.

3 MR. ZOLNIEREK: Right, right.

4 MR. KELLEY: We need some eyeballs on the water to
5 see if there's enough debris to actually warrant that. So that
6 might be a recommendation that we want to make to the --

7 MR. ZOLNIEREK: Command Center. Okay.

8 MR. KELLEY: Okay. And we're going to be briefing
9 Captain Swatland tomorrow on the 12-hour schedule and then
10 Captain Uberti on Friday.

11 MR. ZOLNIEREK: Okay.

12 MR. KELLEY: Okay.

13 MR. ZOLNIEREK: That sounds good.

14 MR. KELLEY: So you need to study up on the watch
15 guidance in the new Command Center manual. I'm going to do the
16 same thing.

17 MR. ZOLNIEREK: Okay.

18 MR. KELLEY: Okay. Well, take care of this, give me
19 a call back when you're free and we'll talk about it.

20 MR. ZOLNIEREK: Okay. I watched the playback on
21 pause.

22 MR. KELLEY: Uh-huh.

23 MR. ZOLNIEREK: It looks like he nailed the thing.

24 MR. KELLEY: Yeah.

25 MR. ZOLNIEREK: And he was going 10 knots when he did

1 it, too. So --

2 MR. KELLEY: Oh, okay.

3 MR. ZOLNIEREK: Yeah. So I'll just -- I'll let you
4 know that right now.

5 MR. KELLEY: Okay. All right. But our guys -- but
6 how long before he struck the bridge would you say that we
7 inquired as to his intentions?

8 MR. ZOLNIEREK: Well, I was going to go to the radio
9 callback and find out, but I'll let you know. But --

10 MR. KELLEY: Well, Mark was just telling me that the
11 guys did a real good job catching it and you know, they
12 responded to it beforehand.

13 MR. ZOLNIEREK: Oh, yeah, I agree, from what I've
14 heard, and yeah, he looks -- it's like a drunken driver
15 situation, where he was swerving all over. At least that's
16 what it looks like, anyway. I think visibility had a lot to do
17 with it, too.

18 MR. KELLEY: Oh, absolutely. See, what happens,
19 Matt, is a lot of these pilots, they want -- they use, you
20 know, visual, visual ranges.

21 MR. ZOLNIEREK: Right.

22 MR. KELLEY: They'll set up a range like, you know,
23 the Echo tower and you know, the end of Pier 39 or something --

24 MR. ZOLNIEREK: Right, right.

25 MR. KELLEY: -- and whatever, you know.

1 MR. ZOLNIEREK: Right.

2 MR. KELLEY: And of course, yeah, if he can't see
3 that stuff, then he's doing it all by radar.

4 MR. ZOLNIEREK: Right, right.

5 MR. KELLEY: And so, yeah, I'm expecting that
6 probably he's going to have -- going to -- it's going to turn
7 out that that had a lot to do with it.

8 MR. ZOLNIEREK: Oh, yeah, yeah.

9 MR. KELLEY: All right.

10 MR. ZOLNIEREK: Okay.

11 MR. KELLEY: Okay. So give me a call back later,
12 when you get some time to talk about the schedule, but deal
13 with this for now.

14 MR. ZOLNIEREK: Okay.

15 MR. KELLEY: Okay.

16 MR. ZOLNIEREK: All right.

17 MR. KELLEY: All right, bye.

18 MR. ZOLNIEREK: Bye.

19 * * *

20 (09:47 Pilot (Hoburg) to VTS (Sheppard) Movement
21 request tran.wav)

22 MR. SHEPPARD: Traffic Service San Francisco,
23 Sheppard speaking.

24 MR. HOBURG: Yeah, it's Frank Hoburg on the Cosco
25 Busan.

1 MR. SHEPPARD: Yes.

2 MR. HOBURG: I need to know who I need to talk to, if
3 anybody, about shipping the ship into Anchorage 9. We're
4 starting to turn on the tide with this draft. I shouldn't be
5 in Anchorage 7 --

6 MR. SHEPPARD: Sure, I understand.

7 MR. HOBURG: -- at this location and I -- I need to
8 know if they're going to be MSO people that are going to come
9 out and come on the ship. MSO said they were going to send
10 someone to look at the ship and look at the bridge, and when I
11 get some visibility, and I'm starting to see the city, and when
12 I can see the Bay Bridge, I think I ought to lift the hook and
13 go down into the South Bay, but I need to know if I need an
14 okay from someone to do that.

15 MR. SHEPPARD: I understand, sir. Stand by one
16 second, please.

17 * * *

18 (09:49 Pilot (Hoburg) to VTS Sup (Perez), VTS Sup to
19 SCC (LT.wav)

20 MR. PEREZ: Yes, Captain. Mr. Perez here.

21 MR. HOBURG: Hi.

22 MR. PEREZ: Hi.

23 MR. HOBURG: Frank Hoburg.

24 MR. PEREZ: Yes, Captain. What kind of timeframe are
25 you -- do you think you need right now to get that ship moved

1 to, to a safer location?

2 MR. HOBURG: Well, right now, I can see the city and
3 I can practically see the whole Bay Bridge.

4 MR. PEREZ: Okay.

5 MR. HOBURG: And so I could, I could do it now and I
6 know that -- well, there's a Coast Guard unit down here next to
7 me and I don't know what they're going to do. Are they going
8 to come aboard? And there's also still response people with
9 boom boats coming. So if that's going to happen, I should get
10 this thing out of here and into the South Bay so they could
11 boom us down there.

12 MR. PEREZ: Right, right. Okay, okay, let me call
13 the Command Center and then we can find out how they're -- how
14 that is going and what their expectation is. So you're looking
15 more of because of the response there, as opposed to anything
16 else right now?

17 MR. HOBURG: Well, we're drawing 40 feet and I'm sort
18 of verging on getting into the shallower water here in
19 Anchorage 7 and I'm watching my stern come past the island and
20 I just hope it keeps moving.

21 MR. PEREZ: Oh, okay. Got you. Yeah, I will contact
22 the Command Center now and then we'll get an answer for you
23 ASAP there, Captain.

24 MR. HOBURG: Okay. Do you want to call me back on my
25 phone or --

1 MR. PEREZ: Yeah, yeah, let's do that.

2 MR. HOBURG: Okay, 415.

3 MR. PEREZ: Okay.

4 MR. HOBURG: 867.

5 MR. PEREZ: 867.

6 MR. HOBURG: 1020.

7 MR. PEREZ: 1020. Okay, Captain, yeah, I'll give
8 them a call now and we'll see what we can work out for you.

9 MR. HOBURG: Okay, thank you.

10 MR. PEREZ: Thank you, Captain.

11 (Phone call placed.)

12 UNIDENTIFIED SPEAKER: (indiscernible).

13 MR. PEREZ: Yeah, it's Mr. Perez from VTS.

14 UNIDENTIFIED SPEAKER: Hi.

15 MR. PEREZ: Hey, this pilot on board, which is now
16 three-seven, on the Cosco Busan --

17 UNIDENTIFIED SPEAKER: Um-hum.

18 MR. PEREZ: -- he's going to want -- he wants to move
19 that ship. Here's the problem, it's drawing 40-plus feet --

20 UNIDENTIFIED SPEAKER: Um-hum.

21 MR. PEREZ: -- and he's concerned that it may
22 eventually run aground at this rate, as the currents continue
23 to move. And additionally, you know, if they're going to boom
24 it all off, he wants to get it into a spot where it's away from
25 everything when they boom it so you know, we're not kind of

1 shutting down the traffic area.

2 UNIDENTIFIED SPEAKER: Okay, hold on.

3 (Pause.)

4 MR. BOR: Lieutenant J.G. Bor speaking. How may I
5 help you?

6 MR. PEREZ: Yes, sir, Mr. Perez from VTS here.

7 MR. BOR: Yes.

8 MR. PEREZ: I just talked to Captain Hoburg, Unit
9 Three-Seven, and he's the pilot on board now, the Cosco Busan.

10 MR. BOR: Roger.

11 MR. PEREZ: He would like to be able to move the ship
12 from its current anchorage, maybe down into the South Bay, into
13 Anchorage 9. The concern is that he's gone 40-plus feet with
14 the current going -- well, we're on a flood now, but eventually
15 he's going to lose a little water.

16 MR. BOR: So he wants to move to Anchorage 9?

17 MR. PEREZ: Right, to a deeper area and then more
18 away from the ferry traffic and everybody else kind of moving
19 back and forth. He does have a better visibility. From his
20 point he can see --

21 MR. BOR: I have the C.O. right here, so I can brief
22 him right now --

23 MR. PEREZ: Okay.

24 MR. BOR: -- if you don't mind standing by.

25 MR. PEREZ: Sure, sure, no problem at all.

1 * * *

2 (10:04 CALTRANS to VTS Sup (Perez) Discussing spill
3 response.wav)

4 MR. PEREZ: Coast Guard Vessel Traffic, Mr. Perez.

5 Can I help you?

6 CALLER: Hello, Mr. Perez. This is Ed with the
7 Caltrans radio room, again.

8 MR. PEREZ: Yes.

9 CALLER: I'm just harassing you some more. Hey, do
10 we have a cleanup going out on that fuel spill?

11 MR. PEREZ: There are -- I know that the Coast Guard
12 had sent a pollution response team out. They should be on
13 board the ship now. Any cleanup in the bay, I have not
14 officially heard of anything actually happening yet.

15 CALLER: Okay. And who would take care of that?

16 MR. PEREZ: Usually the Command Center would, you
17 know --

18 CALLER: (indiscernible) Command Center?

19 MR. PEREZ: Right.

20 CALLER: Okay.

21 MR. PEREZ: And if you want, I can give you their
22 number, if you have any questions or --

23 CALLER: Okay. Well, hold on. What command -- hold
24 on. Coast Guard -- because actually those guys were calling,
25 right?

1 MR. PEREZ: Right, right.

2 CALLER: Okay. What's their number?

3 MR. PEREZ: (415) 399-3547.

4 CALLER: Okay.

5 MR. PEREZ: The damage to the pier, is it very much

6 or have you got --

7 CALLER: I don't know yet.

8 MR. PEREZ: Oh, you haven't got that report back.

9 CALLER: We're waiting for the structural engineers.

10 MR. PEREZ: Okay, okay. Okay, great. If you could,

11 actually, could I get your number and then --

12 CALLER: Yeah, ours is (510) --

13 MR. PEREZ: Okay.

14 CALLER: -- 286-6359.

15 MR. PEREZ: 286.

16 CALLER: 6359.

17 MR. PEREZ: 6359.

18 CALLER: Yeah.

19 MR. PEREZ: Okay. Yeah. And if you get any -- okay.

20 And if you get any word, as far as the structural damage, you

21 know, if you could pass that on to us. As of right now, we're

22 not restricting any of the shipping traffic moving through that

23 area, unless you need something for your inspection.

24 CALLER: Okay.

25 MR. PEREZ: Okay.

1 CALLER: All right.

2 MR. PEREZ: Okay, great. Thanks for the call, Ed.

3 CALLER: Thanks.

4 MR. PEREZ: Okay, bye.

5 CALLER: Bye.

6 * * *

7 **(1107173943.C19-NTSB.wav)**

8 (Phone call placed.)

9 MR. COLLINS: Captain Collins.

10 UNIDENTIFIED SPEAKER 2: Yes, sir, Captain,

11 (indiscernible). You heard about the Bay Bridge?

12 MR. COLLINS: Yeah, I just got off the phone with
13 Sector, getting a brief on that, sir.

14 UNIDENTIFIED SPEAKER 2: Okay. Interesting.

15 MR. COLLINS: Right.

16 UNIDENTIFIED SPEAKER 2: I'll send this to you.

17 (indiscernible) I could hear it on the news and I'm going to
18 send you a link that somehow carolyn4.com online was able to
19 get a story on their website. I don't know what Sector's
20 thinking. We have (indiscernible), you know. Pardon my French
21 here, but what the fuck?

22 MR. COLLINS: No, absolutely. I called them just now
23 and said, look, I got passed on some of (indiscernible).

24 UNIDENTIFIED SPEAKER 2: They better call this in as
25 quickly as possible to comment on. It's certainly not going to

1 be a CIC, but you know, this is unsat and I'll call Captain
2 Swatland.

3 MR. COLLINS: Yes, sir.

4 UNIDENTIFIED SPEAKER 2: Okay, thanks.

5 MR. COLLINS: Yes, sir.

6 UNIDENTIFIED SPEAKER 2: Bye-bye.

7 * * *

8 **(1107174214.C19-NTSB.wav)**

9 (Phone call placed.)

10 UNIDENTIFIED SPEAKER 1: Captain (indiscernible).
11 May I help you?

12 UNIDENTIFIED SPEAKER 2: Good morning, Captain, this
13 is (indiscernible) in the Command Center.

14 UNIDENTIFIED SPEAKER 1: Yeah.

15 UNIDENTIFIED SPEAKER 2: Well, I don't know how much
16 you already might've heard from Captain Collins, sir, but we
17 have a large container vessel, 900 feet, that bumped into Pier
18 Delta attached to the Oakland Bay Bridge.

19 UNIDENTIFIED SPEAKER 1: Okay, I heard a little bit.

20 UNIDENTIFIED SPEAKER 2: Okay. Apparently, this
21 happened around 08:30 this morning.

22 UNIDENTIFIED SPEAKER 1: Okay.

23 UNIDENTIFIED SPEAKER 2: It's unfortunate, but I just
24 got a report from Dave Suloff (ph.), I'd say about 10 minutes
25 ago, 10, 12 minutes ago, and got off the phone with Sector

1 about three minutes ago.

2 UNIDENTIFIED SPEAKER 1: Who's Dave Suloff?

3 UNIDENTIFIED SPEAKER 2: Dave Suloff is kind of our
4 connection through DPW. He's in charge of, like, the bridges.

5 UNIDENTIFIED SPEAKER 1: Oh, I see. Okay.

6 UNIDENTIFIED SPEAKER 2: Sorry about that.

7 UNIDENTIFIED SPEAKER 1: That's all right.

8 UNIDENTIFIED SPEAKER 2: So Caltrans has already been
9 notified. They're sending a boat to take a look at the bridge.
10 Sector has a verbal port state control holding on the vessel
11 that bumped the bridge.

12 UNIDENTIFIED SPEAKER 1: Okay.

13 UNIDENTIFIED SPEAKER 2: They're over at Anchorage 7
14 right now.

15 UNIDENTIFIED SPEAKER 1: They were inbound to the
16 Oakland --

17 UNIDENTIFIED SPEAKER 2: Well, they were outbound
18 from Oakland.

19 UNIDENTIFIED SPEAKER 1: But they made a return?

20 UNIDENTIFIED SPEAKER 2: Yes, sir.

21 UNIDENTIFIED SPEAKER 1: Okay. Did they close the
22 bridge?

23 UNIDENTIFIED SPEAKER 2: We don't have word of that
24 yet. Caltrans, from what I understand, is in charge of and
25 there's been no word that that's happening.

1 UNIDENTIFIED SPEAKER 1: Okay. All right.

2 UNIDENTIFIED SPEAKER 2: So VTS is in direct contact
3 with Caltrans and I've informed Sector San Francisco to double-
4 check that Caltrans is sending a boat to inspect the bridge. I
5 asked why we weren't and they clarified that we're not
6 qualified to do such things. It's not in our territory of
7 expertise.

8 UNIDENTIFIED SPEAKER 1: I would agree.

9 UNIDENTIFIED SPEAKER 2: So that's why -- yeah.
10 Well, I thought they might go out there to see if there's any
11 sort of significant damage, but that's kind of out of the
12 scope.

13 UNIDENTIFIED SPEAKER 1: Yeah.

14 UNIDENTIFIED SPEAKER 2: So --

15 UNIDENTIFIED SPEAKER 1: So there's not -- there's
16 not a tear or anything in it like that (indiscernible)?

17 UNIDENTIFIED SPEAKER 2: No, no tears.

18 UNIDENTIFIED SPEAKER 1: Okay.

19 UNIDENTIFIED SPEAKER 2: No, sir.

20 UNIDENTIFIED SPEAKER 1: All right.

21 UNIDENTIFIED SPEAKER 2: That's basically all we have
22 and I'm trying to get the briefs going because of the media
23 interest as well.

24 UNIDENTIFIED SPEAKER 1: Okay, thanks.

25 UNIDENTIFIED SPEAKER 2: Yes, sir.

1 UNIDENTIFIED SPEAKER 1: Take care.

2 UNIDENTIFIED SPEAKER 2: Bye.

3 UNIDENTIFIED SPEAKER 1: Bye.

4 * * *

5 **(1107175526.C19-NTSB.wav)**

6 UNIDENTIFIED SPEAKER 1: Roger. Headquarters Command
7 Center on line. I'm going to do a quick roll call before we
8 get started. ICC?

9 UNIDENTIFIED SPEAKER 2: Roger.

10 UNIDENTIFIED SPEAKER 1: Dock (ph.)? Is dock on
11 line? PacArea?

12 UNIDENTIFIED SPEAKER 3: PacArea.

13 UNIDENTIFIED SPEAKER 1: And Sector San Fran?

14 MR. SHUTTY: On line, sir.

15 UNIDENTIFIED SPEAKER 1: Roger. Sector, go ahead
16 with your brief, please.

17 MR. SHUTTY: Good morning, all. This is Sector San
18 Francisco and my name is Ensign Shutty (ph.). I'm assisting
19 the CDO, who's Lieutenant J.G. Bor. We had, at 08:45 Uniform
20 Time, the container vessel Cosco Busan, Charlie-Oscar-Sierra-
21 Charlie-Oscar-Bravo-Uniform-Sierra-Alpha-November container
22 vessel, 900-foot, German flag, grazed the abutment or center of
23 the Delta span of our Bay Bridge. There was no structural
24 damage to the bridge, because the vessel just grazed the
25 abutment. The vessel continued on its way to Anchorage 7, but

1 the vessel is leaking oily substances. There's a three-foot
2 wide sheen from the Bay Bridge to the vessel's current position
3 at Anchorage 7. We used our small boat station to bring
4 management division personnel out to the vessel. We are also
5 using our small boat station to bring out a duty marine
6 inspector, as well as the duty investigation officer, who
7 should be on scene within the hour. We have established a
8 verbal 100-yard safety zone from where the vessel grazed the
9 bridge to Anchorage 7. The master is complaining about the
10 depth of the water at Anchorage 7 and is asking to ship to
11 Anchorage 9, which we have authorized. Once they reach
12 Anchorage 9, for the south, we'll hold them with the captain's
13 port order there. As far as the amount, although our persons
14 on board -- although our persons have not been able to verify,
15 that's what we've gotten from the vessel, is that 10 barrels
16 approximately have gone into the water, and also that they did
17 believe there was structural damage. But we are putting our
18 marine inspectors on board to verify it all for ourselves. We
19 also contacted the NOAA scientific coordinator to ask them to
20 do a model to see where the oil would land. We'll also
21 be -- we have heavy fog in the area. Once the fog goes away,
22 we'll have air station (indiscernible) go up to take some
23 pictures. Any questions of us?

24 UNIDENTIFIED SPEAKER 1: Roger. This is Headquarters
25 on line. Do you have an initial case number?

1 MR. SHUTTY: One moment.

2 * * *

3 (1107175815.C19-NTSB.wav)

4 MR. SHUTTY: No, sir, we do not. I'll let you know.

5 UNIDENTIFIED SPEAKER 1: Roger. Headquarters on
6 line. Pac, I don't really see this as a potential CIC. I
7 appreciate the brief, Sector, and getting the --

8 MR. SHUTTY: I apologize. I probably should say that
9 the media interest is very high. I should've said that. I
10 mean, it's very high, pretty much breaking news, pretty much
11 continuously on our local station.

12 UNIDENTIFIED SPEAKER 1: Right.

13 MR. SHUTTY: And they have a lot of calls.

14 UNIDENTIFIED SPEAKER 1: Roger. I understand, high
15 media interest locally.

16 MR. SHUTTY: (indiscernible).

17 UNIDENTIFIED SPEAKER 1: Roger. I appreciate the
18 brief, but I think it was a good brief. PacArea, I'm going to
19 recommend we go ahead and just handle this through normal
20 channels, with briefs up to you and then you could brief us on
21 major, major developments in the case. I just request, Sector,
22 that you get the initial case number as soon as possible so we
23 can monitor it through Coast Guard systems.

24 MR. SHUTTY: And pass that up our normal chain or
25 pass that back (indiscernible)?

1 UNIDENTIFIED SPEAKER 1: I'd recommend that you just
2 pass it up through PacArea. Pac, (indiscernible)?

3 UNIDENTIFIED SPEAKER 2: Absolutely went ahead and
4 briefed the chief responder as well, and we concur with all.

5 UNIDENTIFIED SPEAKER 1: Roger. Again, Sector, good
6 brief. I just request that you pass up any further
7 information, up through chain. And Pac, if you could just e-
8 mail that initial case number when you get it, we'd greatly
9 appreciate it.

10 UNIDENTIFIED SPEAKER 2: Aye-aye. Will do.

11 UNIDENTIFIED SPEAKER 1: Roger. Headquarters out.

12 UNIDENTIFIED SPEAKER 2: Area out.

13 **(End of telephone calls.)**

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: M/V Cosco Busan/Bridge Allision
 San Francisco, California
 Telephone calls

DOCKET NUMBER: DCA-08-MM-004

PLACE: San Francisco, California

DATE: November 7, 2007

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Karen D. Martini
Transcriber